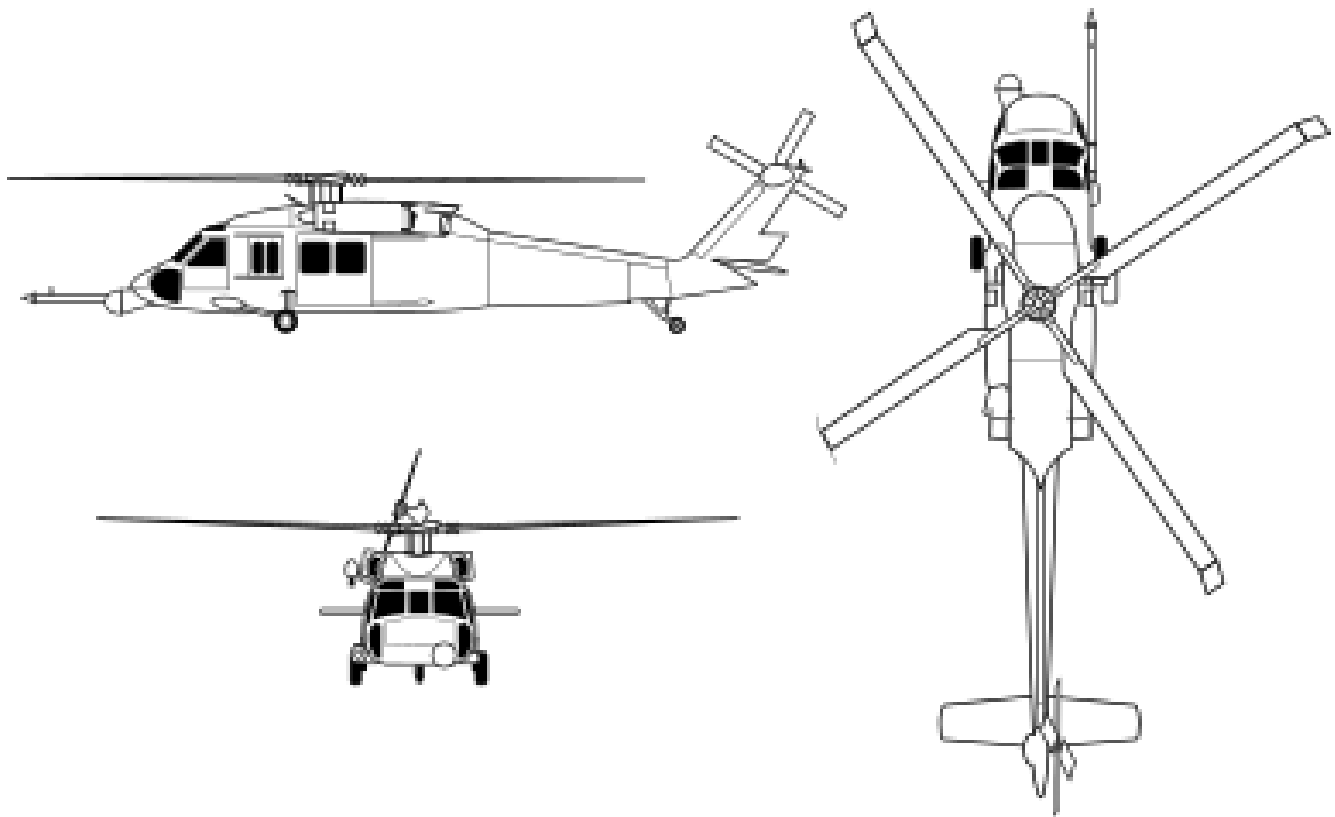


VIRTUAL UNITED STATES AIR FORCE MISSION QUALIFICATION TRAINING HANDBOOK for the SIKORSKY MH/HH-60 Pave HAWK



APPROVED FOR USE BY
COMMANDER, AIR COMBAT COMMAND
COMMANDER, AIR EDUCATION AND TRAINING COMMAND





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HH-60 MISSION QUALIFICATION TRAINING HANDBOOK COURSE INTRODUCTION

Mission Qualification Training (MQT) is a training program that upgrades newly assigned crewmembers to Combat Mission Ready (CMR) or Basic Mission Capable (BMC) to accomplish the unit mission. Depending on your assigned airframe, this may include basic fighter tactics, various air-to-ground strike profiles, and/or combat air patrol techniques. Mission qualification training for the HH-60 will be conducted at **Kirtland Air Force Base**, Arizona.

Module 100, *Local Area Orientation & Aircraft Familiarization* prepares the pilot for the advanced training modules. The Local Area Orientation (LAO)/Instrument element is mandatory for all pilots and will be accomplished in conjunction with the pilot's first MQT sortie. These training flights, conducted in the T-38 trainer, acclimate the pilot to the surrounding training area and allow the pilot to adjust to the local operating area in which advanced training will be conducted. **Completion of Module 100 will earn the pilot the qualification of Basic Mission Capable (BMC), which will allow the pilot to operate the aircraft in operational and training environments, under the instruction of qualified instructor pilots. Module 100 is designed to be self-paced, meaning the pilot needs only report the completion of the sorties to training staff for credit.**

Module 200, *Air Combat Training* introduces the pilot to the art of Air Combat maneuvering. During these sorties the pilot will demonstrate an understanding of the Basic Fighter Maneuvers (BFM) while gaining experience through completing numerous engagements online with the pilot's operational unit's instructor pilots. Pilots will train in offensive and defensive BFM in preparation for defensive fixed wing ACBT and offensive/defensive anti-helicopter ACBT. At a minimum, pilots will train for successful A/A self-defense at a goal of 50 percent against dissimilar aircraft or helicopters.

Module 300, *Surface Attack Tactics* introduces the pilot to Air-to-Ground Tactics. During these sorties the pilot will study and then demonstrate an understanding of the basic methods of employing Air-to-Ground weapons while gaining experience through completing numerous engagements online with the pilot's operational unit's instructor pilots. Pilots will conduct preplanned target strikes and close air support (using JTAC and FACs) while in a contested environment. **Upon completion of Modules 200 & 300, the pilot will be certified as Combat Mission Ready (CMR).**

Module 400, *Specialized Training* is an optional training module that provides CMR pilots with additional qualifications, such as Forward Air Controller (Airborne) (FAC(A)), Instructor Pilot (IP) training, and Combat Search and Rescue (CSAR). These qualification "upgrades" require multiple sorties of each type to certify and can be conducted as part of either standalone training flights or during operational exercises/events.



OPERATIONAL REQUIREMENTS / SETTINGS

REQUIRED SIMULATOR SETTINGS

Unlimited fuel:	Off	self-explanatory
“G” Forces:	On	to ensure student doesn’t overstress aircraft
Damage & Collisions:	On	to ensure damage, overclocking, etc is monitored
Realism Sliders:	Max	self explanatory.
Air Traffic Tags:	Off	

REQUIRED PROGRAMS

The following programs are required in order to initially qualify to enrollment into MQT training:

MICROSOFT FLIGHT SIMULATOR X (ANY VERSION) or LOCKHEED MARTIN’S PREPAR3D (ANY VERSION)

xPlane is approved for use with vUSAF, but only for AMC roles. However, it is currently being evaluated by vAFOTEC for use as a combat platform, and is not yet available as a ACC-platform.

VERTICAL REALITY SIMULATIONS’ TACKPACK - [HTTPS://WWW.VRSIMULATIONS.COM/TACKPACK.PHP](https://www.vrsimulations.com/tackpack.php)

TacPack is a true single and multi-player tactical combat engine for FSX or P3D. TacPack features the ability to spawn AI ships (e.g. aircraft carriers with pitching, rolling decks), refueling tankers, drones, and lethal SAM sites directly into the simulation via a handy in-game menu.

NOTE: TacPack is ONLY required if you wish to become a mission-qualified combat pilot. Pilots who do not wish to purchase a TacPack license will be allowed to operate ACC airframes, but will not become earn a Combat Mission Ready status and will be limited to non-combat flight operations (e.g. ferry flights). Therefore, a TacPack license is STRONGLY recommended.

JOINFS - [HTTP://PMEM.UK/JOINFS/](http://pmem.uk/joinfs/)

JoinFS provides for latency-free multiplayer missions through a peer-to-peer style network.

FSX@WAR/CCP -- [HTTPS://FSXWAR.COM/](https://fsxwar.com/).

FSX@War is used to create the training scenarios and CCP is used to create moving convoys, surface-to-air missiles and other wartime effects.



INSTALLATION INFORMATION

Source: SkyVector, AirNav

KIRTLAND AIR FORCE BASE¹

Coordinates: N35°2.34' / W106°36.50'

Located 03 miles SE of Albuquerque, New Mexico on 2039 acres of land.








Surveyed Elevation is 5354 feet MSL.

Magnetic Variation from 1995 is 11° East

OPERATIONS DATA

Airport Use:	Open to the public	A.R.T.C.C.:	ALBUQUERQUE
Activation Date:	November 1938	F.S.S.:	ALBUQUERQUE
Status:	Operational	NOTAMs Facility:	ABQ (NOTAM-D available)
Control Tower:	Yes	Sectional Chart:	ALBUQUERQUE
Seg-Circle:	No	ARFF Cert:	I C S 05/1973
Beacon:	Clear-Green (Lighted Land Airport)	Customs:	Customs Landing Rights
Wind Indicator:	Yes, Lighted	Airspace Analysis:	NO OBJECTION
Lighting Schedule:	SS-SR	Attendance:	Continuous

NEARBY NAVIGATION AIDS

ID	Name	Freq	Radial / Range	ID	Name	Freq	Bearing / Range
 ABQ	ALBUQUERQUE	113.20	078° 10.3	 ILT	ISLETA	247	179° 3.2
 OTO	OTTO	114.00	253° 33.2	 AE	DUDLE	351	323° 11.9
 SAF	SANTA FE	110.60	208° 40.2	 FIA	FLORIDA	329	183° 58.1
 ONM	SOCORRO	116.80	000° 43.2				

RUNWAY INFORMATION

Runway 08/26

Dimensions:	13793 x 150 feet / 4204 x 46 meters
Surface:	Concrete / Grooved in Good Condition RYS 08/26, 03/21 & 12/30 GROOVED 130 FT WIDE.
Weight Limits:	71 /R/B/W/T, S-100, D-210, ST-360, DT-720
Edge Lighting:	High Intensity Runway 08
Coordinates:	N35°2.66' / W106°37.30'
Elevation:	5311.9
Traffic Pattern:	Right
Runway Heading:	079° Magnetic, 090° True
Glide Slope Indicator	V6L (2.95° Glide Path Angle)
RVR Equipment	Touchdown
Approach Lights:	MALSR 1,400 Foot Medium-intensity Approach Lighting System with runway alignment indicator lights.
REIL:	
Centerline Lights:	Yes

Runway 26
N35°2.64' / W106°34.53'
5354.9
Left
259° Magnetic, 270° True
P4L (3.00° Glide Path Angle)
PAPI DOES NOT PROVIDE OBSTACLE CLEARANCE BEYOND 3.5 NM FROM THRESHOLD, UNUSABLE BEYOND 3.5 NM.
Rollout
Yes
Yes

¹ Shares runways with Albuquerque International Sunport Airport



A-10A MISSION QUALIFICATION TRAINING HANDBOOK INSTALLATION INFORMATION

Runway 03/21

Dimensions:	10000 x 150 feet / 3048 x 46 meters	
Surface:	Concrete / Grooved in Good Condition	
Weight Limits:	78 /R/B/W/T, S-100, D-210, ST-360, DT-720	
Edge Lighting:	High Intensity	
	Runway 03	Runway 21
Coordinates:	N35°1.33' / W106°37.84'	N35°2.50' / W106°36.42'
Elevation:	5305.1	5316.1
Traffic Pattern:	Right	Left
Runway Heading:	034° Magnetic, 045° True	214° Magnetic, 225° True
Glide Slope Indicator	P4L (3.00° Glide Path Angle)	P4L
RVR Equipment	Touchdown	Rollout
Approach Lights:	MALSR 1,400 Foot Medium-intensity Approach Lighting System with runway alignment indicator lights.	
REIL:		Yes
Centerline Lights:	Yes	Yes

Runway 12/30

Dimensions:	6000 x 150 feet / 1829 x 46 meters	
Surface:	Concrete / Grooved in Good Condition	
Weight Limits:	41 /R/C/W/T, S-65, D-120, ST-155	
Edge Lighting:	Medium Intensity	
	Runway 12	Runway 30
Coordinates:	N35°2.61' / W106°37.25'	N35°1.99' / W106°36.31'
Elevation:	5312.4	5313.6
Traffic Pattern:	Right	Left
Runway Heading:	118° Magnetic, 129° True	298° Magnetic, 309° True
Glide Slope Indicator		P4L (3.00° Glide Path Angle)
REIL:		Yes



COURSE 100: LOCAL AREA ORIENTATION & FAMILIARIZATION FLIGHT

The Local Area Orientation (LAO)/Instrument element is mandatory for all pilots and will be accomplished in conjunction with the pilot's first MQT sortie in the local area unless the pilot is flying in the same local area as in IQT or RQT.

SORTIE 101: LOCAL AREA FAMILIARIZATION

Objectives: Familiarization with local area requirements and local instrument procedures.

Location: R-5107C/R-5107H

Date & Time: Daylight Hours

WX: Real World – VFR ceiling greater than 7300' required

Flight Plan: DEVLN R6402A/D+30 KDPG

Planned Altitude: 8000' MSL

Required Files:

OVERVIEW:

This flight will take you to Stallion Army Airfield (95E) just inside Restricted Area 5107B of the White Sands Missile Range, just to the S of the Albuquerque Class C. This mission is simply to acclimate you to the procedures for entering and exiting the Salt Lake City Terminal Area. This flight will be conducted under visual rules.

MISSION PLAN:

Start simulator at KHIF ramp cold and dark in the F-35. Perform preflight check and startup. Taxi to active runway depending on weather/wind conditions. Depart to the west on the DEVLN1 DP. Once over ORRFN fix, enter IR 420 at point A (TCH 217/32) and follow the route to point D (TCH 229/41).

After exiting IR-420, continue southwest to KDPG. When you have a visual on the airfield, navigate accordingly to set up for the approach. Perform at least five (5) touch and go landings on either runway, depending on the wind/weather.

After completing the touch and go landings, exit the restricted area east towards the Fairfield VOR (FFU).

After FFU, turn northbound, and prepare for the KHIF. Perform a single left/right overhead break (depending on the active runway) and recover at KHIF.

SPECIAL INSTRUCTIONS:

If VATSIM ATC is available, follow all departure/arrival instructions and request flight following. Ensure you follow procedures to request activation of both IR-420 and R-6402A.



B-2A MISSION QUALIFICATION TRAINING HANDBOOK
COURSE 100: LOCAL AREA ORIENTATION & FAMILIARIZATION FLIGHT

SORTIE 102: PRECISION APPROACH & NIGHTTIME OPERATIONS

OVERVIEW:

This is the exact same flight as Sortie 101, but under nighttime conditions to test your precision landing skills utilizing the ILS at Hill Air Force Base.

MISSION SETUP

- Objectives:** *Execute a ILS landing during night hours.*
- Location:** *Utah Test and Training Range*
- Date & Time:** *1900 Local / 0100Z*
- WX:** *Real World Weather – no minimums required*
- Flight Plan:**
- Altitude:**
- Required Files:**

MISSION PLAN:

1. Start simulator at KHIF ramp cold and dark in the F-35. Perform preflight check and startup. Taxi to active runway depending on weather/wind conditions. Depart to the west on the DEVLN1 DP. Once over ORRFN fix, enter IR 420 at point A (TCH 217/32) and follow the route to point D (TCH 229/41).
2. After exiting IR-420, continue southwest to KDPG. When you have a visual on the airfield, navigate accordingly perform a low overhead pass at 500' AGL. After the low-pass, exit the restricted area east towards the Fairfield VOR (FFU).
3. After FFU, turn northbound, and prepare for the KHIF. Perform a single left/right overhead break (depending on the active runway) and recover at KHIF.

SPECIAL INSTRUCTIONS:

If VATSIM ATC is available, follow all departure/arrival instructions and request flight following. Ensure you follow procedures to request activation of both IR-420 and R-6402A.



SORTIE 103: LOW ALTITUDE FLIGHT OPERATIONS

OVERVIEW:

In preparation for Courses 200 & 300, this training evolution will prepare you for the low-level high-speed flight. This training will be exceptionally useful during periods of hostilities in which terrain following is needed to avoid anti-aircraft fire and/or enemy aircraft. You will fly IR 235 from Point A to Point F at a ground speed of 350kts and at an altitude of just over 1500' AGL.

Objectives: *Execute a low-level, high-speed flight on a Military Training Route (MTR)*

Location: *Utah Test and Training Range*

Date & Time: *Daylight Hours*

WX: *Real World*

Flight Plan: *KHIF DEVLN IR420 GANDYMOA/D+30 IR235 ILC V244 MLF V21 FFU*

MISSION PLAN:

1. Start simulator at KHIF ramp cold and dark in the F-35. Perform preflight check and startup. Taxi to active runway depending on weather/wind conditions. Depart to the west on the DEVLN 1 departure and enter IR-420 to enter R-6402A.
2. Perform a low-pass at Michael AAF (500' AGL), and depart west through R-6407 and R6405 to enter IR-235 at Point A. Follow IR-235 according to the FLIP AP/1B, and exit at point F. Aim to remain as close to the surface as possible for as long as possible. At no time should your aircraft be above 11,500' MSL, per the FLIP AP/1B.
3. After reaching Point F, climb to 8000' and proceed direct Wilson Creek VOR, and fly V244 to Milford, then V21 to Fairfield to return to KHIF. Perform three touch and go landings at KHIF before recovering.

SPECIAL INSTRUCTIONS:

If VATSIM ATC is available, follow all departure/arrival instructions. Notify ATC when you enter and exit the route. Although you are remaining IFR throughout the duration of the route, most VATSIM controllers are unaware of proper procedures, therefore **you are ultimately responsible for your own aircraft safety.**



B-2A MISSION QUALIFICATION TRAINING HANDBOOK COURSE 200: AIR TO AIR COMBAT QUALIFICATION

SORTIE 104: BASIC FORMATION TRAINING

OVERVIEW

This flight will follow the same plan as Sorties 103 – through the restricted area, down IR-235 and back to Hill AFB for recovery. However, you will be joined on this flight by your instructor pilot (IP), in which you are to follow along as the #2 aircraft. Your settings will undoubtedly be slightly different, you will literally have to “wing it” using a good sense of the situation (situational awareness – SA), your knowledge and experience of how the F-35 flies.

The purpose of this mission is to offer you an opportunity to experience firsthand formation flight and certify you as ready to begin the advanced levels of combat training. Do not be discouraged if you do not fly a perfect formation on the first time or two out - you may repeat the exercise as many times as needed till you are able to comfortably get into and stay in position with the lead aircraft.

NOTE: At your IP’s discretion, this flight may also be conducted using a JoinFS recorded flight pattern or a non-IP qualified pilot if you are unable to schedule a time to conduct your formation flight live online. You will then be responsible for recording your flight to your IP for grading purposes.

MISSION SETUP

Objectives:	<i>Learn proper procedures and techniques for formation flying</i>
Location:	<i>Utah Test and Training Range</i>
Date & Time:	<i>daylight hours</i>
WX:	<i>Real World Weather – vfr</i>
Flight Plan:	<i>KHIF DEVLN IR420 GANDYMOA/D+30 IR235 ILC V244 MLF V21 FFU</i>
Altitude:	<i>8000’</i>
Required Files:	

MISSION PLAN:

1. Start simulator at KHIF ramp cold and dark in the F-35. Perform preflight check and startup on command of your IP/Flight Leader.
2. As the #2 pilot, you will follow all commands and directives of the #1 pilot. Follow your Flight Lead as he departs the active runway and proceeds west on the DEVLN 1 departure into R-6402A.
3. Continue west through R-6407 and R6405 to enter IR-235 at Point A. Follow your IP/Flight Lead onto IR-235 according to the FLIP AP/1B, and exit at point F. Do not allow more than 500ft of separation between yourself and the IP during the time you are on the route.
4. After reaching Point F, follow your IP and climb to 8000’ and proceed direct Wilson Creek VOR, and fly V244 to Milford, then V21 to Fairfield to return to KHIF.
5. Perform a right overhead break while your IP lands straight in. Continue the overhead break sequence, and rejoin final for recovery at KHIF.

COURSE 200: AIR TO AIR COMBAT QUALIFICATION

The purpose of these sorties is to introduce you to the art of Air Combat maneuvering. During these sorties you will demonstrate an understanding of the Basic Fighter Maneuvers (BFM) while gaining experience through completing numerous engagements online with your operational unit’s instructor pilots. Instructor Pilots will be need to judge whether or not that the student grasps the concepts and has adequately demonstrated an ability to perform in the ACM environment.

SORTIE 201: ADVANCED FORMATION

OVERVIEW

In this sortie, perform the “Extended Trail” formation flight exercise as described in the reference material and corner velocity exercises to gain knowledge and experience in managing your airspeed and utilizing pursuit modes to maneuver into a desirable position and remain there. In this sortie you shall also be introduced to advanced formation flight maneuvers such as route formations, turning rejoins, hook turns, check turns, shackles and etc. You will need to become intimately knowledgeable with the indicated reference material to be successful in this course.



B-2A MISSION QUALIFICATION TRAINING HANDBOOK
COURSE 200: AIR TO AIR COMBAT QUALIFICATION

MISSION SETUP

Objectives: *Perform and execute advanced formation movements*

Location: *utah test and training range*

Date & Time:

WX:

Flight Plan:

Altitude:

Required Files:

MISSION PLAN:

SPECIAL INSTRUCTIONS:

SORTIE 202: DEFENSIVE BFM / GUN DEFENSE

MISSION SETUP

OVERVIEW

Use advanced formation maneuvers to depart your installation and enter the local MOA with your unit IP. During this sortie you shall practice defensive BFM with your IP. With your IP behind you 3/9 line within 1.0 NM or less, maneuver your jet successfully to prevent your IP from getting into position for a gun shot on your aircraft (follow vAFI 11-415 for gun kill parameters). To be successful you need to prevent your IP from successfully hitting you for sixty (60) seconds. A minimum of five (5) engagements should be performed during this sortie. File MISREP in the vPortal for each sortie, indicate this mission number and total hours.

MISSION SETUP

Objectives:

Location:

Date & Time:

WX:

Flight Plan:

Altitude:

Required Files:

MISSION PLAN:

SPECIAL INSTRUCTIONS:

SORTIE 203: OFFENSIVE BFM

OVERVIEW

Again use advanced formation maneuvers to depart your installation and enter the local MOA with your unit IP. During this sortie, you shall practice offensive BFM with your IP. With your IP at a minimum distance of 1-2NM from your position, close and engage the IP with the intention to maneuver behind for a gun shot within the allowed parameters outlined in vAFI 11-415. A minimum of five (5) engagements lasting no longer than 2 minutes shall be performed with your IP. If no hit / kill is scored within the allotted time, the engagement is considered a draw. Both you and the IP shall then disengage, separate and then reengage in a new round and repeat the exercise. File MISREP in the vPortal for each sortie, indicate this mission number and total hours.



B-2A MISSION QUALIFICATION TRAINING HANDBOOK COURSE 300: AIR TO GROUND MISSIONS

MISSION SETUP

Objectives:

Location:

Date & Time:

WX:

Flight Plan:

Altitude:

Required Files:

MISSION PLAN:

SPECIAL INSTRUCTIONS:

SORTIE 204: HEAD ON BFM

OVERVIEW

Again use advanced formation maneuvers to depart your installation and enter the local MOA with your unit IP. During this sortie, you shall practice offensive BFM with your IP. With your IP at a minimum distance of 1-2NM from your position closing head-to head, close and engage the IP with the intention to maneuver behind for a gun shot within the allowed parameters outlined in vAFI 11-415. A minimum of five (5) engagements lasting no longer than 2 minutes shall be performed with your IP. If no hit /kill is scored within the allotted time, the engagement is considered a draw. Both you and the IP shall then disengage, separate and then reengage in a new round and repeat the exercise.

MISSION SETUP

Objectives:

Location:

Date & Time:

WX:

Flight Plan:

Altitude:

Required Files:

MISSION PLAN:

SPECIAL INSTRUCTIONS:

COURSE 300: AIR TO GROUND MISSIONS

The purpose of the below sorties is to introduce you to the art of Air-to-Ground Tactics. During these sorties you will study and then demonstrate an understanding of the basic methods of employing Air-to- Ground weapons while gaining experience through completing numerous engagements online with your operational unit's instructor pilots. Instructor Pilots will be need to judge whether or not that the student grasps the concepts and has adequately demonstrated an ability to perform in the A/G environment. IP's shall submit a request ticket to AETC indicating if/when the student has successfully completed each of the above sorties. File MISREP via your vPortal.



B-2A MISSION QUALIFICATION TRAINING HANDBOOK
COURSE 300: AIR TO GROUND MISSIONS

SORTIE 301: BASIC AIR-TO-GROUND MANEUVERS

MISSION SETUP

Objectives: *Execute a ILS landing during night hours.*
Location: *Utah Test and Training Range*
Date & Time: *1900 Local / 0100Z*
WX: *Real World Weather – no minimums required*
Flight Plan:
Altitude:
Required Files:

MISSION PLAN:

SPECIAL INSTRUCTIONS:

In this sortie, you will learn how to perform the basic Air-to-Ground maneuvers such as a chandelle, dive and recovery, and loft. Using these maneuvers, you will learn how to properly keep a target in sight, find the proper “sight picture” for weapon release, and how to maneuver after release in a manner that makes it difficult for ground defenses to hit your aircraft. File MISREP in the vPortal for each sortie, indicate this mission number and total hours.

Special Instructions:

SORTIE 302: STRIKE PROFILES

MISSION SETUP

Objectives: *Execute a ILS landing during night hours.*
Location: *Utah Test and Training Range*
Date & Time: *1900 Local / 0100Z*
WX: *Real World Weather – no minimums required*
Flight Plan:
Altitude:
Required Files:

MISSION PLAN:

SPECIAL INSTRUCTIONS:

During this sortie you shall practice defensive A/G Strike Profiles with your IP. Perform each of the 7 strike formations and hit targets within the range. File MISREP in the vPortal for each sortie, indicate this mission number and total hours.

SORTIE 303: CLOSE AIR SUPPORT

MISSION SETUP

Objectives: *Execute a ILS landing during night hours.*
Location: *Utah Test and Training Range*
Date & Time: *1900 Local / 0100Z*
WX: *Real World Weather – no minimums required*
Flight Plan:
Altitude:
Required Files:

MISSION PLAN:

SPECIAL INSTRUCTIONS:



B-2A MISSION QUALIFICATION TRAINING HANDBOOK GLOSSARY OF TERMS

Again use advanced formation maneuvers to depart your installation and enter the local MOA with your unit IP. During this sortie, you shall practice offensive Close Air Support with your IP. Once in the range, your IP will separate and become the Airborne Forward Air Controller (FAC). He will then use the “9-Line” or “6-Line” strike coordination technique to give targets to be attacked. You will then attack the targets using the specified strike pattern or the best strike pattern for the situation given. In situations where 2 aircraft perform the strike pattern, your IP will decide whether to be “wingman” or “lead” and fly that portion of the pattern. A minimum of 5 strikes must be performed. File MISREP in the vPortal for each sortie, indicate this mission number and total hours.

SORTIE 304: TIMED STRIKE

MISSION SETUP

Objectives: *Execute a ILS landing during night hours.*

Location: *Utah Test and Training Range*

Date & Time: *1900 Local / 0100Z*

WX: *Real World Weather – no minimums required*

Flight Plan:

Altitude:

Required Files:

MISSION PLAN:

SPECIAL INSTRUCTIONS:

During this sortie, you shall practice striking a predetermined target on a timed basis. With your IP, you will fly a Military Low-Level Route near your base hitting each waypoint on a given timing and then hit your target within 1 minute of the designated time. You will be responsible prior to the sortie for planning the flight to fit the timings given by your instructor. File MISREP in the vPortal for each sortie, indicate this mission number and total hours.

GLOSSARY OF TERMS

CREDITS/REFERENCES

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